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REPORT

TOPIC Wolfsbhringen Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     

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DATE OBTAINED                      DATE PREPARED 31 August 1954

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REFERENCES                     

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PAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch on dittoREMARKS                       
This is UNEVALUATED

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1. In mid-June 1954, drilling work to a depth of 4 or 5 meters was conducted at Wolfsbhringen airfield by a firm from Langensalza. The soil was tested in order to find out whether or not it contained clay. At one spot, drilling work was performed to a depth of 10 meters and it was determined that limestone with clay was at a depth of about 2.5 meters. Additional drilling work was done to a depth of up to 2.5 meters for soil tests. Allegedly, drilling work was also done in the Warza area where gravel was searched for but this was without success.

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2. In late June, uprooting work was under way in the Hainaer Forest, mainly on a wide strip in the southern section and, on a smaller scale, on a strip running parallel to the first one. Temporary buildings were being built at the northern edge of the construction site. In late June and early July, the required construction material arrived on motor vehicles as the spur track was still under construction. The approach roads were heavily rutted.

3. The spur track to the field was serviceable to as far as Friedrichwerth railroad station by early August and the first locomotive moved on the single-track line on 5 August. The first small-scale unloading operations of construction material were conducted at the Goldbach loading place on 6 August. Improvement work was under way at Friedrichswerth railroad station the capacity of which was to be increased. The 600-meter-long sidetracks were scheduled to branch off from the single-track line. A short branch line to the loading ramp was planned to branch off south of Friedrichswerth railroad station. The first plans on the course of the spur track to the field were changed. The spur track was to lead via Friedrichswerth toward Grosse Behringen for a stretch of about 1.5 km along the old course and then across the Bieber Brook via triangulation points 275.6, 282.8, and 302.3 to the material dump at the edge of the construction site. In early August, uprooting and excavation work by means of dredgers was conducted between triangulation point 302.3 and the material dump which was located in the northern section of the Hinter Hainaer Holz, near the point where the Haina-Wolfsbhringen road turns. On 30 July, the Buffleben-Friedrichswerth spur track was inspected by the vice president of the Erfurt regional railroad headquarters and two officials who expressed the wish to take over the line for civilian traffic after a test. For this purpose, a turn-out track for the train running in the opposite direction was proposed to be built in

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Goldschmidt. It was not yet known whether these plans could be realized. The entire track from Biffelben to the material dump was to be completed by 15 August. This date, however, would probably not be met.

4. According to the latest plans, the dimensions of the runway, i.e. a length of 2,200 meters, a width of 60 meters, and a 20-cm concrete cover, had not been changed. Cement of type M was to be used. The compressive strength was scheduled to be 300 kg/cubic cm and the bending strength 43 kg/cubic cm. According to a file's note, the Baununion Sued had proposed a concrete strength of 28 kg/cm on 2 July, but no decision had been reached so far. Underneath the concrete top layer, 20 cm of gravel and 3 cm of sand were scheduled to be laid. Uprooting work for the runway was under way on a strip 180 meters wide. The cleared lanes north and south of the runway were scheduled to have a width of 80 and 40 meters respectively. A 300-meter-long flying lane was planned to be cleared at the extensions of both ends of the runway. In late July and early August, uprooting work was under way.

5. Nine model KA 202 temporary buildings which had been built in the cantonment were occupied. The establishment of a 10th low wooden building for workers was planned. Water pipes were laid to the joining sockets between the buildings but not yet into the buildings as previously planned.

6. The following buildings were completed in the area of the construction material dump by early August 1954:

main ware house	brick building
workshop	temporary building
electrical workshop	temporary building
tool shop	brick building
administration	temporary building

Work was nearing completion on the following buildings:

kitchen and messhall	brick building
house for cultural use	brick foundation with wooden superstructure
construction staff	brick building
shower bath	brick building
combat storage	wooden structures

Work was still under way on the silos for the mining installation.

Four additional KA 202 buildings for workers were intended to be constructed.

7. In early August, about 700 persons were employed at the construction site including the construction staff and administrative personnel. As work was 3 weeks behind schedule about 500 additional workers were to be employed in order to meet the old target dates. For these workers the additional four temporary buildings were planned to be built. <sup>1</sup> After mid-July, the construction staff made efforts to form so-called "combat groups" (Kampfgruppen) among the workers with a view to defend the construction site against Western agents. Rumors had it that these groups would be equipped with small arms. A member of the State Security Service has been present at the construction site since 15 July. <sup>2</sup>

8. [redacted] Stuttgart. The information on construction work at Wolfshagen airfield agrees with previous reports. The originally planned courses of the spot track was reported previously. [redacted] The length and width of the runway have been confirmed. It is still unknown whether the runway will be topped by a 20-cm or 22-cm concrete layer. For sketch of cross section of runway furnished by [redacted] see Annex.

9. [redacted] Stuttgart. The organization of so-called "combat groups" at airfields under construction is reported for the first time. These combat groups can be compared with the factory police already in existence at industrial enterprises.

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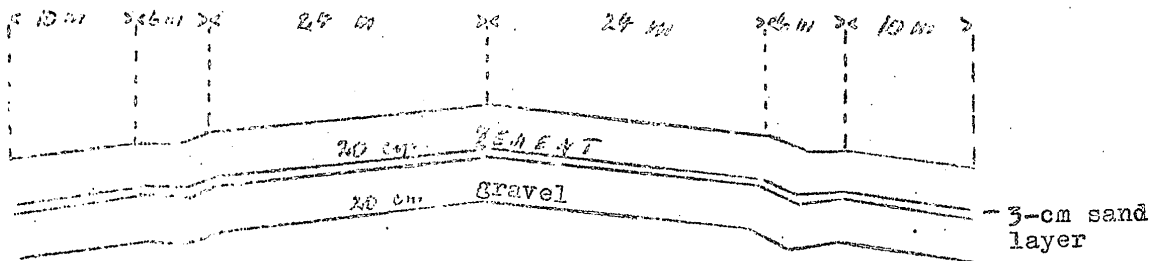
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Gross-Section of Runway at Wolfsbrunnigen Airfield



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